

The regular meeting of the Board of Calhoun County Road Commissioners was held on Wednesday, August 6, 2008 at 5:30 p.m. in their office located at 13300 Fifteen Mile Road, Marshall, Michigan.

Present: Commissioner Scott A. Brown, Chairman  
Commissioner Hugh T. Coward, Vice Chairman  
Commissioner Charles E. Monaweck, Member  
Commissioner Eric J. Tobin, Member  
Commissioner Chester E. Travis, Member  
Kevin S. Henning, Managing Director  
Pixie Coats, Board Clerk  
Angela Kline, Assistant County Highway Engineer  
Mary Jo Crumpton, Secretarial Clerk

Also Present: General Public

Chairman Scott Brown called the regular meeting of the Board of Calhoun County Road Commissioners to order at 5:30 p.m. and led the Pledge of Allegiance.

**Moved by Commissioner Tobin and supported by Commissioner Monaweck to approve the July 16, 2008 regular meeting minutes of the Board of Calhoun County Road Commissioners. Voice vote: Motion carried.**

#### **COMMUNICATIONS AND RESOLUTIONS**

Mrs. Coats read the communications as follows:

- a) Received a letter from Angela Kline, Assistant County Highway Engineer, to Mr. Richard Logan regarding the two petitions he presented to the Calhoun County Board of Commissioners
- b) Received a letter from Arthur Smith, Burlington Township Trustee, requesting the redesignation of two local roads: S Drive South/R Drive South from M-60 to Union City Road/8 Mile Road; and 9 Mile Road from M-60 to R Drive South
- c) Received a letter from Leroy Township to Angela Kline, Assistant County Highway Engineer, requesting a traffic count for H Drive South and 1/2 Mile Road

#### **NEW BUSINESS**

**Moved by Commissioner Tobin and supported by Commissioner Travis to approve the following:**

- a. **July 24, 2008 accounts payable for \$427,194.33**
- b. **July 15, 2008 payroll for \$11,594.74**
- c. **July 16, 2008 payroll for \$107,873.64**
- d. **July 30, 2008 payroll for \$107,813.06**

**Roll call vote: Travis-Yes; Coward-Yes; Tobin-Yes; Monaweck-Yes; Brown-Yes. Motion carried.**

#### **MANAGING DIRECTOR REPORT**

Mr. Henning provided the following report:

- **State Maintenance Contract:** Our contract with MDOT for State Maintenance expires 9-30-08, as this is the close of the State's Fiscal Year. The negotiating committee of the County Road Association of Michigan (CRAM) has been working with MDOT on a revised contract. At this time, they have not reached agreement on a new contract. We received notification today that MDOT is issuing a six-month extension on our current contract

through 3-31-09. In reviewing a draft agreement, it does not appear that the new contract has many changes, except for some classification and languages changes.

- **I-94 Service Road:** We have submitted our program application for the I-94 Service Road construction. The application submission process is a bit different than we originally thought, as the application needs to go to the Attorney General, the Ad Board and the State Commission for review. This will delay the original construction start date, possibly moving it to the end of September. Mr. Henning stated that he has spoken with the Office of Economic Development regarding the delay and the possibility of not completing construction by the end of this year, and was told that an extension into 2009 would probably not be a problem. Mr. Henning noted that he will continue to follow up to get the extension in writing to include the completion date in the addendum. Bids for this project are out and the bid opening is scheduled for 8-11-08.
- **Board Communications:** Mr. Henning referenced communications he has provided to Board members throughout the week including the "Business Review" publication with the article "Road to Ruin – Michigan's crumbling infrastructure threatens future economic development". The data included in this article was taken from the report put together by the Citizens Advisory Committee, formed by Governor Granholm, of the state's Transportation Funding Task Force and focuses on the economic crisis of the Michigan road infrastructure. CRAM has been pulling information from this report to publish in bulletins and newsletters to educate Michigan's citizens on why roads are in their current condition. Data shows that Michigan's roads have been in the bottom ten, as far as per capita funding for our road system, for the past 40 years. Our last funding increase was in 1997 when the gasoline tax was raised to 19¢ per gallon. However, the cost of diesel and unleaded gasoline has risen over 360% since the last funding increase went into affect for road commissions.

#### **SUPERVISORS, PUBLIC OFFICIALS AND CITIZENS TIME**

- Division Drive residents, Emmett/Newton Township: Several residents of Division Drive in Emmett and Newton Township were present at the meeting to voice their concerns with the condition of Division Drive between 8 and 9 ½ Mile Road. The deteriorated condition of the road has made it nearly impassable and vehicle damage has occurred. Some residents complained that CCRC has not responded to their requests for service, while other residents stated that CCRC crews do respond, but the material does not stay in the potholes very long after they have been filled. A resident stated that CCRC was patching potholes yesterday, but missed a large pothole and has not come back.

A resident asked why it took so long to fill potholes and why they do not stay filled. Mr. Henning replied that we have 46 employees that cover over 1300 miles of road, 800 miles of which are local roads. Cold patch is used in the winter months before the asphalt plants reopen, and is a temporary fix only. With the purchase of two Durapatchers, we are addressing the issue of using cold patch by working toward a more permanent fix.

Residents asked for information on the process to have a more permanent fix on Division Drive. Mr. Henning explained that road commissions receive funding under Public Act 51. These funds are generated through gas tax and license plate fees. Also, Act 51 governs how the funds are spent. Funding is heavily weighted to primary roads where the traffic volume is greatest and improvements are funded directly by Act 51.

Mr. Henning informed everyone that the law does not allow road commissions to provide 100% funding for capital improvement construction and Board policy prohibits 100% funding of capital preventative maintenance on local roads such as Division Drive. Therefore, a 50/50 local match is required on local road projects, but the cost must be directed through the townships. Mr. Henning noted that each township handles the funding of the local match requirement in different ways (i.e., millage, special assessment).

Residents commented that they have spoken with Emmett and Newton Township regarding Division Drive and asked if CCRC had communication with the townships. Mr. Henning replied that each year, we send out packets to all township supervisors that include township road ratings and information on the Local Road Program so that we can put together our road construction list. He noted that neither Newton nor Emmett brought forth anything for Division Drive when asked what they wanted included on CCRC's 2008 construction list. A cost estimate for Division Drive was provided by our engineer to Newton Township and they attempted to bring in their 25%

match for a sealcoat, but Emmett Township believes that the road has deteriorated beyond what a sealcoat application could fix and they did not have general fund money to provide their 25% match. One resident noted that the road was originally put in 47 years ago and has only been sealcoated one time. Chairman Brown emphasized that CCRC, as well as all the road commissions in Michigan, are facing critical funding deficits and the legislature must do something to increase funding for our roads.

A resident stated that he was told by the Newton Township Supervisor that Division Drive would be on the construction list for next year. Mr. Henning noted that CCRC has not yet received notification of this from Newton Township.

Mr. Art Smith, Burlington Township Trustee, explained that Burlington Township recently formed a road committee made up of township residents to pursue roadwork projects with the Township Board. He suggested that Newton and Emmett Township residents form road committees to communicate and meet with residents, prior to presenting recommendations to the Township Board.

Division Drive resident Patrice Larson volunteered to lead the petition for Newton Township residents and Teresa Myers volunteered to do the same for Emmett Township residents and provided their contact information. Residents asked CCRC to provide them with an engineering assessment on options for Division Drive to include with their petitions.

- Mrs. Jane Hammond, Marshall Township resident, stated that she has spoken with Marshall Township about the increased traffic and excessive speed on F Drive North between Old 27 and West Drive. In a letter that she provided to the Marshall Township Board, Mrs. Hammond expressed concern about the increase in large truck traffic using F Drive North as a shortcut to I-69 and speed limit violations. She noted that the lack of shoulders on F Drive North is a safety concern for drivers, children, the elderly, walkers, joggers and even the wildlife in the area.

Mrs. Kline, Assistant County Highway Engineer, responded that she would follow up on this. She noted that a truck count was done last year and it did not show a high percentage of commercial trucks. Mrs. Hammond stated that heavy truck traffic occurs on certain days and at certain times of the day. Because the road has no restrictions at this time, Mrs. Kline explained that Marshall Township would need to send CCRC a resolution asking for F Drive North to be posted as a No Thru Truck route. Another resident stated that F Drive North used to be posted as a No Thru Truck route.

Mr. Kent Anderson, Marshall Township resident, stated that the speed limit on F Drive North changes from 35 mph to 55 mph for a short distance prior to the intersection at West Drive and he believes the speed limit should remain at 35 mph for the entire road.

With regards to the speed limit issue, Mrs. Kline quoted the law and explained that the only way a speed limit can be lowered is if 85% of the vehicles are traveling below the posted speed limit. The township, State Police and Road Commission have to be in agreement to change the speed limit. Mrs. Kline explained that she sends speed limit violation complaints to the Sheriff's Department for enforcement when she receives them.

Another F Drive North resident commented that, at one time, the speed limit was 45 mph and was then raised to 55 mph. Mrs. Kline noted that she would check to see if a Traffic Control Order (TCO) is on file and will follow up with the resident.

- Mr. Art Farmer, Lee Township Supervisor, asked when CCRC would be working in Lee Township. He commented that there is a lot of truck traffic right now moving grain, oil and brine and asked the status of the V Drive North bridge. Traffic is being rerouted to T Drive North, which is becoming a problem. Mr. Henning replied that at this time, there is no funding available to redesign the bridge. Weight restrictions have been lowered because our bridges are old and we need to ensure that the bridge structures, in their current condition, can handle the load capacity. Mr. Henning and Mr. Farmer agreed to schedule a ride to review the roads in Lee Township.

- Mr. Gardy Berezonsky, Marengo Township resident, commented that the City of Marshall stated that they are planning to ask CCRC to contract the new Durapatchers for their roads. He provided evidence of damage to his truck caused by the condition of the roads. He asked the cost of CCRC's annual dues to CRAM. Mr. Henning replied that they are approximately \$8,000.
- A resident asked that CCRC investigate options to fix Jameson, going to the Doris Klaussen Center, as the bad condition of the road is difficult on children while on the bus.

**COMMISSIONER COMMENTS**

- Commissioner Monaweck noted that we have an opportunity right now to reach the zealous individuals that want to be on our State legislature, as they are the ones who will have the ability to make the necessary changes. Also, he referenced the recent CRAM report that listed MTF funds and township contributions.
- Commissioner Tobin echoed Commissioner Monaweck's comments and asked that we add the report, referenced by Mr. Henning, to our website.
- Commissioner Coward commented on the good conversation tonight and agreed with Mr. Smith's suggestion for township residents to form Road Committees.
- Commissioner Brown added that the State legislature needs to increase road revenues, revise the formula for local road funding, and find alternative revenues for long-term solutions.

**ANNOUNCEMENTS**

The next regular meeting of the Board of Calhoun County Road Commissioners is scheduled for Wednesday, August 20, 2008 at 5:30 p.m.

There being no additional business before the Board, Chairman Brown adjourned the meeting at 6:51 p.m.

Submitted by:

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Mary Jo Crumpton, Secretarial Clerk

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Scott A. Brown, Chairman